

NASC/11/js  
Ser 827  
3 June 1960

**SPECIAL HANDLING REQUIRED IN ACCORDANCE  
WITH PARAGRAPH 70, OPNAVINST 3750.6D**

**SEVENTH ENDORSEMENT on NAS, Los Alamitos AAR ser 4-60 concerning  
F9F-8 BuNo 144348 accident occurring 21 March 1960, pilot KAHEART**

**From: Commander, U. S. Naval Aviation Safety Center  
To: Chief of Naval Operations**

**Subj: NAS, Los Alamitos AAR ser 4-60**

**(b) (5)**  
**(b) (5)**

**Copy to:  
CNO (OP-05F)  
BUWEPS  
CNATRA  
CNARESTRA  
CMC (CODE AAP)  
CO NAS LOS ALAMITOS  
CO MARTC  
CO MARTD NAS LOS ALAMITOS**

**J. P. HOBSON, III  
By direction**

2

Code 05

**ORIGINAL**

19 MAY 1960

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 70, OPNAVINST 3750.6D

SIXTH ENDORSEMENT on NAS Los Alamitos AAR, ser 4-60, concerning F9F-8, BUNO 144348, accident occurring 21 March 1960, Pilot EAKHART

From: Chief of Naval Air Training  
To: Chief of Naval Operations (Op-05F)  
Via: Commander, U. S. Naval Aviation Safety Center

Subj: Aircraft Accident Report; forwarding of

(b) (5)

(b) (6)

Copy to:  
BUMEPS (C-13)  
CNARESTRA  
CMC (Code AAP)  
CO, NAS Los Alamitos (4)  
COMARTC  
CO, MARFD NAS Los Alamitos

M. R. DOUGHTY  
By direction

3

ORIGINAL

RE 37106:ae

13 MAY 1960

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 70, OPNAVINST P3750.6D

FIFTH ENDORSEMENT on NAS Los Alamitos AAR, ser 4-60, concerning F9F-8,  
HUNO 144348, accident occurring 21 March 1960, Pilot EAHEART

From: Chief of Naval Air Reserve Training  
To: Chief of Naval Operations (Op-05F)  
Via: (1) Chief of Naval Air Training  
(2) Commander, U. S. Naval Aviation Safety Center

Subj: Aircraft Accident Report; forwarding of

(b) (5)

(b) (6)

J. O. VOSSERLIUS  
Chief of Staff

Copy to:  
BUWEPs (C-13)  
NAVAVSAPECEN (2)  
CNATRA  
CMC (Code AAP)  
CO NAS Los Alamitos (4)  
COMART  
CO MARTD NAS Los Alamitos

4  
ORIGINAL

**ORIGINAL**

**SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 70, OPNAV INSTRUCTION 3750.6D**

06/JJC/wls  
3750  
3 May 1960

FOURTH ENDORSEMENT on NAS, Los Alamitos AAR 4-60 concerning 29F-8, BuNo 144348, accident occurring 21Mar60, pilot BAHEART

From: Commander, Marine Air Reserve Training  
To: Chief of Naval Operations (Op-05F)  
Via: (1) Chief of Naval Air Reserve Training  
(2) Chief of Naval Air Training  
(3) Commander, U. S. Naval Aviation Safety Center

Subj: Aircraft Accident Report; forwarding of

(b) (5)

(b) (b)

F. E. LEEK

Copy to:  
BUAEPs (Aer-21) (1)  
CMC (Code AAP) (1)  
CNATRA (Direct) (1)  
CNARESTRA (Direct) (1)  
NavAvnSafCen (Direct) (2)  
CO, NAS, Los Alamitos, Calif. (1)  
CO, MARTD, NAS, Los Alamitos, Calif (1)

02:RLB:cgg  
3750  
28 Apr 1960

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 70, OPNAV  
INSTRUCTION 3750.60

THIRD ENDORSEMENT on NAS Los Alamitos AAR 4-60 concerning F9F-8  
BuNo 144348, accident occurring 21 March 1960, pilot EAHEART

From: Commanding Officer, Marine Air Reserve Training Detachment,  
MARTC, NAS, LOSALAM, Long Beach, California  
To: Chief of Naval Operations (Op-05F)  
Via: (1) Commander, Marine Air Reserve Training  
(2) Chief of Naval Air Reserve Training  
(3) Chief of Naval Air Training  
(4) Commander, U. S. Naval Aviation Safety Center

Subj: Aircraft Accident Report; forwarding of

(b) (5)

02:RLD:cgg

3750

28 JUN 1969

(b) (5)

(b) (6)

L. R. SEIBERT

70

ORIGINAL

NA16/5.2:bk  
23 APR 1960

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 70, OPNAV  
INSTRUCTION 3750.6D

SECOND ENDORSEMENT on NAS Los Alamitos AAR 4-60 concerning F9F-8  
BuNo 144348, accident occurring 21 March 1960, pilot EAHEART

(b) (5)

ORIGINAL

NA16/5.2:bk  
23 APR 1960

(b) (5)

(b) (6)

R. B. BUCHAN

Copy to:  
CO, NAS WHIDBEY ISLAND

ORIGINAL

60:wp  
Ser

APR 7

928  
1960

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 70 OPNAVINST 3750.6D

FIRST ENDORSEMENT on NAS Los Alamitos AAR 4-60 concerning F9F-8, 144348,  
accident occurring 21 March 1960, pilot EAHEART

(b) (5)

(b) (6)

J. D. WRIGHT

ORIGINAL

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AIRCRAFT ACCIDENT REPORT  
OPNAV FORM 3750-1 (Rev. 5-58) PAGE 1SAFETY AND HEALTH REQUIREMENTS  
With Para 65 OPNAV INSTRUCTION 3750-1

OPNAV REPORT 3750-1

## PART I - GENERAL

SECTION A - IDENTIFICATION

1 A/C ACCIDENT BOARD APPOINTED BY CO, Naval Air Station, Whidbey Island		2 DATE OF ACCIDENT 21 March 1960		TIME (GMT) 1925T	3 SERIAL NUMBER NAS 4-60 Los Alamitos
4 TO: Chief of Naval Operations		5 ENCLOSURES (1) (2) See Index Sheet			
6 VIA (1) CO, NAS Los Alamitos		(3)			
(2)		(4)			
(3)		(5)			
(4)		(6)			
(5)		(7)			
(6)		(8)			
(LAST) Commander, U.S. Naval Aviation Safety Center		(9)			
7 REPORTING CUSTODIAN (if different than item 1, above) Naval Air Station, Los Alamitos, Calif.		8 ACTIVITY OPERATING A/C (if different than item 7.) NAS Los Alamitos			
9 KIND OF FLIGHT 3ALA	10 TIME OF DAY <input type="checkbox"/> DAWN <input type="checkbox"/> DAY <input type="checkbox"/> DUSK <input checked="" type="checkbox"/> NIGHT	11 LOCATION OF ACCIDENT Flathead Lake, Mont.		12 ELEVATION ABOVE SEA LEVEL 2880	
13 PLACE OF LAST TAKE-OFF Malmstrom AFB, Montana		14 CLEARED FROM Malmstrom AFB to Malmstrom AFB			
15 TYPE CLEARANCE <input type="checkbox"/> IFR <input checked="" type="checkbox"/> VFR <input type="checkbox"/> DVFR <input checked="" type="checkbox"/> LOCAL <input type="checkbox"/> OPERATIONAL <input type="checkbox"/> AIRWAYS <input type="checkbox"/> DIRECT <input type="checkbox"/> OTHER (Specify)					
16 TIME IN FLIGHT 0.7		17 TYPE ACCIDENT B4 Flew into water		18 PHASE OF FLIGHT 4 - collision with water	
19 MODEL F9F-8	20 SERIAL NO. 144348	21 DAMAGE TO A/C <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F		22 DOLLAR COST 346,000	23 AIRSPEED (Kts.) 350+
24 A/C WEIGHT 25,809		25 LIST MODEL, SERIAL, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete an OPNAV FORM 3750-1 for each A/C involved) None			

SECTION B - PERSONNEL DATA

1 NAME (Last, first and middle initials) PILOT (as controls at time of accident) EAHEART, John F.		2 RANK CAPT	FILE SER. NO. (b) (6)	DESIG. NATOR 7302	BRANCH OR SERVICE USMCR	3 AGE (b) (6)	4 YRS OF EXP. DVA 6yrl 0mo	5 BILLET pilot	6 POSITION cockpit	7 INJURY CODE A
CO-PILOT										
PERSONNEL		8. OFT - OPERATIONAL FLIGHT TRAINER AVAILABLE USED		9. CPT - COCKPIT PROC. TRAINER AVAILABLE USED		10 UNIT TO WHICH PERSONNEL ARE ATTACHED VMF 123		11 TYPE INSTRUMENT CARD <input checked="" type="checkbox"/> STANDARD <input type="checkbox"/> SPECIAL		
PILOT	YES NO	X X		X				<input type="checkbox"/> STANDARD <input type="checkbox"/> SPECIAL		
CO-PILOT	YES NO							<input type="checkbox"/> STANDARD <input type="checkbox"/> SPECIAL		
12		ITEM	PILOT	CO-PILOT	ITEM	PILOT	CO-PILOT			
ALL MODELS			1569.7	269.3	CV LANDINGS DAY/NIGHT	14				
ALL MODELS IN LAST 12 MONTHS			80.7		FLCP LANDINGS DAY/NIGHT	120				
ALL MODELS IN LAST 3 MONTHS			41.9		INSTRUMENT HOURS LAST 3 MONTHS	8.6				
ALL SERIES THIS MODEL (item 19)		A/C	804.1		NIGHT HOURS LAST 3 MONTHS	2.3				
ALL SERIES THIS MODEL LAST 12 MONTHS		OFT / CPT	53.2		TOTAL MELO HRS. (Helo. A1R Only)	--				
ALL SERIES THIS MODEL LAST 12 MONTHS		OFT / CPT	--		TOTAL JET HOURS (Jet A1R Only)	1042.5				
ALL SERIES THIS MODEL LAST 3 MONTHS		A/C	33.0		LAST FLIGHT, ALL SERIES THIS MODEL	DATE 3-21-60				
ALL SERIES THIS MODEL LAST 3 MONTHS		OFT / CPT	--		DURATION 1.2					
13 NAME (last, first and middle initials)		DVA	RANK	FILE/SERVICE NO	ORG TO WHICH ATTACHED	INJURY CODE	BILLET	POSITION		
1										
2										
3										
4										
5										

OTHER PLTS

ORIGINAL

1. CEILING 25,000 alt	2. VISIBILITY 40	3. WIND DIRECTION & VELOCITY (relative) calm	4. TEMPERATURE 38	OUTSIDE AIR -	RUNWAY 30	5. DEW POINT ----	6. ALTIMETER SETTING ----
--------------------------	---------------------	---	----------------------	------------------	--------------	----------------------	------------------------------

7. OTHER WEATHER CONDITIONS (winds aloft, icing levels, sea state, etc., if pertinent to accident)

Glassy water on lake

FACTOR	FACTOR	FACTOR
(b) (5)		

## PART II - MAINTENANCE, MATERIAL AND FACILITIES DATA

1. A/C HISTORY	DATE OF MANUFACTURE	SERVICE TOUR	MONTHS IN THIS TOUR	TOTAL NO OF OVERHAULS	FLIGHT HRS SINCE LAST OVERHAUL	FLIGHT HRS SINCE ACCEPTANCE	TYPE CHECK LAST PERFORMED	FLIGHT HOURS SINCE LAST CHECK	NO. OF DAYS SINCE LAST CHECK
	9 Nov 1956	1	39	0		973.0	1st Maj.	23	6
2. ENGINE HISTORY	ENGINE MODEL	ENGINE SERIAL NO							
	1 NA								
	2								
	3								
	4								
3. GENERAL	a. DID FIRE OCCUR? <input type="checkbox"/> BEFORE ACCIDENT <input type="checkbox"/> AFTER ACCIDENT <input checked="" type="checkbox"/> DID NOT OCCUR					b. DID EXPLOSION OCCUR IN FLIGHT? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO			
	c. CHECK IF APPLICABLE <input type="checkbox"/> AMP FOR SERIAL		d. HAS DIR BEEN REQUESTED? <input type="checkbox"/> YES <input type="checkbox"/> NO		e. FAILED COMPONENTS INVOLVED -----				
4. MAINT. AND ENG. FACTORS	CHECK ITEMS PRESENT IN THIS ACCIDENT								
	a. <input type="checkbox"/> A/C DESIGN			d. <input type="checkbox"/> UNDETERMINED			g. <input type="checkbox"/> SURFACE FACILITIES		
	b. <input type="checkbox"/> A/C EQUIPMENT			e. <input type="checkbox"/> TECHNICAL INSTRUCTION			h. <input type="checkbox"/> HUMAN ENGINEERING (e.g., Cockpit configurations, etc.)		
	c. <input type="checkbox"/> MAINTENANCE			i. <input type="checkbox"/> OTHER (Specify) _____					
5. OTHER DATA	a. ALTITUDE AT MALFUNCTION -----	b. AIR SPEED ----- Kts.	c. OPERATING TEMP. -----	d. WEIGHT OF A/C 25,809	e. C.G. (% MAC) -----	f. KIND OF FUEL JP-4	g. FUEL PRESSURE -----		
	h. EVIDENCE OF FUEL CONTAMINATION none			i. CAUSE OF ENGINE FAILURE OR FLAME OUT -----					
	j. FUEL CONTROL REGULATOR/CARBURETOR (List Stock and Ser. nos., give time since new or overhauled) -----						k. EXTERNAL STORES ABOARD A/C none		

(if additional space is necessary, attach additional sheets)

ORIGINAL

## PART II - MAINTENANCE, MATERIAL AND FACILITIES DATA (Cont'd)

1. GENERAL. ☒ BASIC FACILITIES INVOLVED, DESCRIBE EFFECT ON ACCIDENT IN THE ANALYSIS SECTION OF THE REPORT

a. CLEARANCE AUTHORITY	i. WATER LANDING AREA	q. CRASH AND RESCUE
b. FLIGHT PLANNING INFORMATION SOURCE	j. APPROACH ZONE	r. SEARCH AND RESCUE
c. LANDING AIDS (GCA, CCA, ILS, etc.)	k. END ZONE (Over run)	s. CATAPULT
d. TRAFFIC CONTROL TOWER (Field or Ship)	l. SHOULDERS	t. ARRESTING GEAR (Carrier)
e. APPROACH AND ENROUTE AIDS TO NAVIGATION	m. TAXIWAY	u. BARRIER OR BARRICADE (Field or Ship)
f. RUNWAY WATCH	n. PARKING AREA	v. FLIGHT DECK
g. LANDING SIGNAL OFFICER	o. EMERGENCY ARRESTING GEAR (Runway)	w. MIRROR
h. RUNWAY	p. A/C SERVICING, HANDLING AND DIRECTING (Field or Ship)	x. OTHER (Specify)

SECTION B - FACILITIES DATA

a. EQUIPMENT INVOLVED: <input type="checkbox"/> CATAPULT <input type="checkbox"/> ARRESTING GEAR			b. PRESSURE SETTINGS	c. WIND OVER DECK	d. RELATIVE HEADWIND	e. APPROACH SPEED (SPN 12 READING)
1. MARK NUMBER	2. MODEL NUMBER	3. LOCATION ON SHIP	4. LAUNCHING BRIDLE AND CONFIGURATION USED			

j. CATAPULT / ARRESTING GEAR BULLETINS OR NOMOGRAMS USED

k. THIS PORTION SHALL BE COMPLETED WHENEVER (1) A MAJOR AIRCRAFT ACCIDENT INVOLVES ARRESTING GEAR, BARRIER AND/OR BARRICADE EQUIPMENT OR (2) AN AIRCRAFT ACCIDENT INVOLVES MALFUNCTIONING OF ARRESTING GEAR, BARRIER AND/OR BARRICADE EQUIPMENT. MINOR ACCIDENTS OR ROUTINE DAMAGE TO CABLES, WELDINGS AND OTHER EXPENDABLE COMPONENTS NEED NOT BE REPORTED.

ENGAGED	DECK RUNOUT (FT)	RAM TRAVEL (IN)	CONTROL VALVE SETTINGS		ACCUMULATOR PRESSURE (PSI)	COMMENTS (for cable failure specify number of landings and months in service)
			CONSTANT PRESSURE			
			DOSE (PSI)	RATIO		
DECK PENDANT						
DECK PENDANT						
BARRIER						
BARRIER						
BARRICADE						

PART	SECTION	ITEM	PART III REMARKS (Continue on additional sheets)	COPY DISTRIBUTION
				2CC NAVYSAFEEN DIRECT 1CC BARRER DIRECT 13.4.60 1CC CHARTER DIRECT 1CC CHARTER DIRECT 1CC COMRAIRTRA DIRECT 1CC BOWSEROP BATHORC 1CC CMC (Lode AAP) 1CC AVSARAT LUS ALAMITOS 1CC MARAIRTTRADET LOS AL.
COST DAMAGE TO:			GOVERNMENT PROPERTY \$	DATE SUBMITTED TO C O
			PRIVATE PROPERTY	6 April 1960

(b) (6)

## PART V THE ACCIDENT

# ORIGINAL

Aircraft F9F-8, Bureau Number 144348, was manufactured 9 November 1956 and was on service tour number one (1) which spanned 39 months. This aircraft had had no overhauls and had 973.0 hours of flight time since acceptance. The type of the last check performed was First Major, with 26.6 hours and 6 days since said check.

The aircraft was flight tested 16 March 1960 by Capt. Robert William Hitchman, USMC, (b) (6) test pilot for the Reserve Training Detachment, Naval Air Station, Los Alamitos, California.

Capt. Eaheart departed Los Alamitos in F9F-8, BuNo 144348, at 212102Z on an authorized cross country flight with a RON at Malmstrom AFB according to enclosure (2). Eaheart made a refueling stop at Hill AFB after 1+36 hours flying time. He departed Hill AFB at 212236Z proceeding to Malmstrom AFB. Upon arrival at 212350Z at Malmstrom, (1650T), Eaheart filed a local VFR Flight Plan, enclosure (3), for 1+30 hours. F9F-8, BuNo 144348 received takeoff clearance and instructions from the control tower, Malmstrom AFB, Great Falls, Montana, and took off at 1840T. Eaheart departed Malmstrom and proceeded to Missoula, Montana, making at least one flight across Missoula below 1000 feet, enclosures (4) and (5). He then proceeded to Flathead Lake, Montana, and made two passes below 500 feet toward the home of his fiancée prior to crashing into the lake. The aircraft had a fuel load of 6653 useable pounds. An estimated fuel consumption of 3000 pounds per hour with 500 pounds for taxi and takeoff would put the fuel remaining, at the time of the accident, at 3903 pounds. At takeoff the gross weight was 28,559 pounds, and at the time of the accident it was 25,809 pounds.

The time of the crash was at 1925T. Sunset was 1838T. Twilight ended at 1911T.

Eaheart's flight path from Malmstrom AFB to Flathead Lake is depicted in enclosure (10). His flight path and point of impact is shown on enclosure (11). The crash occurred in the southern third of Flathead Lake in Lake County, Montana.

## PART VI THE DAMAGE

As a result of the estimated speed (350+ knots) and the angle of descent to the point of impact (20°-30°) it is presumed that the aircraft disintegrated upon contact with the surface. The structural parts of the aircraft that were recovered, i.e. wooden support ribs from both the forward fuselage fuel cell and the after fuselage fuel cell, indicate that on contact, the engine, because of its weight and mass, broke loose and ripped forward through the airframe. The momentary flash and explosion (see enclosures (6), (7), (8) and (9)) is presumed to have occurred when the engine went through the two fuselage fuel cells.

## PART VII THE INVESTIGATION

(b) (5)

ORIGINAL

(b) (5)

PART VIII THE ANALYSIS

(b) (5)

ORIGINAL

(b) (5)

PART IX COMMENTS AND RECOMMENDATIONS

(b) (5)

ORIGINAL

(b) (5)

17

4/  
ORIGINAL

Statement of Witness John Lacasse

(b) (5)

ENCLOSURE (4)

5  
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 70 OPNAVINST 3750.6D

REL.  
L.  
Statement of Witness Raymond Alepsack

ORIGINAL

(b) (5)

ENCLOSURE (5)

6  
ORIGINAL

26 March 1960

Statement of Witness KARL C. PINKERMAN, Concerning the accident involving POF 88  
Bureau Number 144348 Occurring on 21 March 1960 in FLATHEAD LAKE, Montana.

6  
(b) (5)

(b) (6)

KARL C. PINKERMAN

Address:

(b) (6)

(b) (5)

ENCLOSURE (6)

7  
ORIGINAL

26 March 1960

Statement of Witness: Mr. J.R. KIRKPATRICK, Concerning the Accident involving F9F 88  
Bureau Number 144348 occurring on 21 March 1960 in FLATHEAD LAKE, Montana.

(b) (5)

(b) (6)

J.R. KIRKPATRICK  
Address:

(b) (6)

(b) (5)

ENCLOSURE (7)

ORIGINAL

26 March 1960

Statement of Witness: Mr. Mack Niccum; concerning the accident of F9F 88 Bureau  
Number 144348 occurring on 21 March 1960 in FLATHEAD LAKE, Montana.

(b) (6)

(b) (6)

Mack Niccum

Address: Big Fork, Montana

(b) (6)

ENCLOSURE (8)

9  
ORIGINAL

26 March 1960

Statement of Roy HOUBERG; concerning the accident of F9F 8B Bureau Number 144348, occurring on 21 March 1960 in FLATHEAD LAKE, Montana.

(b) (5)

(b) (6)

Roy HOUBERG

Address:

(b) (6)

(b) (6)

ENCLOSURE (9)

26 March 1960

ORIGINAL

Statement of Witness: GEORGE O. ZOOK, Concerning the accident involving F9F 8B  
Bureau Number 144348 occurring on 21 March 1960 in FLATHEAD LAKE, Montana.

(b) (5)

(b) (6)

GEORGE O. ZOOK

Address:

(b) (5)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 70 OPNAVINST 3750.6D

ENCLOSURE (12)

## CROSS-COUNTRY FLIGHT REQUEST

CHARESTRA-GEN-3710-1 (Rev 10-56)

ADMIN

DATE: 17 MARCH 60

FROM (Rank, name, file number and designator)

CAPT. JOHN E. FAHEART, (b) (6)

ATTACHED TO (Unit)

VME-123

TO: C.O. NAS LOS ALAMITOS

VIA: TRAINING OFFICER

Permission is requested to make a cross-country flight in accordance with the following plan:

DESTINATION	NAUTICAL MILES	PURPOSE OF FLIGHT (Training, admin, proficiency or navigation)
MALMSTROM AFB	954	PROFICIENCY
MODEL AIRCRAFT REQUESTED	DATE & HR. OF DEPARTURE	DATE & HR. OF EXPECTED RETURN
F9F-8TV-2	21 MAR @ 0900	22 MAR @ 1600
DATE & DESTINATION LAST CROSS-COUNTRY AS PILOT	TYPE INSTRUMENT RATING & EXPIRATION DATE	DATE LAST INST. FLIGHT
14 MAR 60 KIRTLAND AFB	STANDARD 21 FEB 61	16 MAR 60
PILOT EXPERIENCE		
HOURS	ALL MODELS	THIS MODEL
TOTAL	1837	820
NIGHT	453	35
INST.	525	55
CREW MEMBERS		
NAME	RATE/RANK	POSITION
		Co-pilot

ITINERARY			FACILITIES AVAILABLE AT STOPS ENROUTE AND DESTINATION				
ACTIVITY	ROWNITE		FIELD ELEVATION AND RUNWAY LENGTH	LIGHTING	FUEL/OXYGEN	RADIO AIDS	OTHER
	ETA	ETD					
HILL AFB			4788 A135 BL 6-7	J H10x	VOR ADF RR GCA RADAR TAC		
MALMSTROM AFB			5525 A95 BL 6	J H10x	VOR ADF RR GCA RADAR		
MOUNTAIN HOME AFB			3004 A135 BL 4-6-7	J H10x	VOR ILS RADAR ADF		
MALMSTROM AFB			5525 A95 BL 6	J H10x	VOR ADF RR GCA RADAR		
ALTERNATE ROUTE #1: ABB - DEN - GEA AND RETURN							
ALTERNATE ROUTE #2: ABB - ELP - ABO - YUM - NZT - NTB							
HILL AFB			4788 A135 BL 6-7	J H10x	VOR ADF RR GCA RADAR TAC		
KIRTLAND AFB			5352 A128 BL 4-5-6	J H10x	VOR ADF RR ILS RADAR TAC		
LOS ALAMITOS NAS			35 A80 BL 4-6-7	J H10x	VOR ADF RR GCA RADAR		
LOWRY AFB			5020 A83 BL 4-6	J H10x	VOR ADF RR GCA RADAR		
EL PASO INT'L			7936 A9A BL 4-5-6	J H10x	VOR ADF RR		

1. Attached hereto is a copy of navigational flight log for proposed flight. Upon return I will turn in completed flight log, and radio log, along with fuel/oil receipts, to the Operations Officer.

2. I am familiar with current CAA rules and regulations, Plan 62, ADIZ procedures, alternate field and minimum crew requirements. I am fully qualified in model aircraft requested.

3. I will purchase Contract ( ) fuel only in emergency.

4. I have familiarized myself with and meet all requirements of pertinent instructions governing cross-country flights and understand the purpose and use of the forms in the cross-country packet.

5. It is understood that safety of flight is the paramount consideration. In the event of unexpected delays due to weather or mechanical difficulties, I will remain with the aircraft until relieved by competent authority. I will send an RDN message daily to C.O. NAS LOS ALAMITOS while on this flight.

INFO: C.O. MARTO

ACTION	SQUADRON COMMANDER	FLT. TRAINING OFFICER	TRAINING OFFICER	OPERATIONS OFFICER	(Marine personnel only)	COMMANDING OFFICER
APPROVED						
DISAPPROVED						

REMARKS (If additional space required, use reverse side)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 70 OPNAVINST 3750.6D

ENCLOSURE 2

ORIGINAL

NAVY-DPMO SMO GREAT LAKES ILL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 70 OPNAVINST 3750.6D

LOCAL FLIGHT CLEARANCE					
STATION MALMSTROM AFB				DATE 3/21/60	
TYPE A/C F9F-8B		A/C NO. 144348	MISSION LOCAL		
OCCUPANTS (State whether crew or passenger. List additional passengers on reverse.)					
DUTY SYMBOL	NAME AND INITIALS	GRADE	SERVICE NO.	HOME STATION	
P	EACHEART, JF	CAPT	(b) (6)	LOS ALAMITOS	
ETD 0100Z	ETE (Home Base) 1+30	HOURS OF FUEL 2+30	AUXILIARY BASE OF 1ST INTENDED LANDING NA		
FORM "P" FILED AT NA			DATE FILED (Day, month, year) NA		
WEATHER IS FORECAST TO REMAIN VFR FOR THE DURATION OF THIS FLIGHT. I AM FAMILIAR WITH ALL CURRENT REGULATIONS PERTAINING TO THIS FLIGHT AND THIS FLIGHT WILL BE CONDUCTED IN ACCORDANCE WITH SUCH REGULATIONS.					
(b) (6)					
REMARKS					

ATTENTION PILOT	CRASH INFORMATION
THE ELEVATION OF RUNWAY 20 INCREASES 10 FEET FROM THE NORTH TO THE SOUTH END. RUNWAY DISTANCE MARKERS ARE SPACED 100' APART, STARTING 200' FROM THE END OF THE RUNWAY.	TYPE AIRCRAFT <b>P9F-85</b> TAIL NUMBER <b>6136</b> CALL SIGN <b>MAR JET 44348</b> ETD <b>0045Z</b> FUEL <b>1025 GALS.</b> NUMBER PERSONNEL <b>ONE</b> LOCATION OF PERSONNEL <b>COCKPIT</b> ORDNANCE <b>NONE</b>

**ORIGINAL**

DD FORM 1 JAN 58 1080

Enclosure (3)

SECTION A - IDENTIFICATION

1. FROM (Name and mailing address of activity) <b>U. S. NAVAL AIR STATION, WHIDBEY ISLAND, OAK HARBOR, WASHINGTON</b>										2. MCR NUMBER <b>1-60</b>	
3. DATE <b>4-5-60</b>										4. AUTHORITY DATE <b>4-7-60</b>	
5. TYPE OF MISHAP <input checked="" type="checkbox"/> ACCIDENT <input type="checkbox"/> GROUND ACCIDENT <input type="checkbox"/> INCIDENT										6. TIME AND ZONE <b>1925 Z</b>	
7. DATE <b>3-21-60</b>										8. GEOGRAPHICAL LOCATION <b>Flathead Lake, Montana</b>	
9. MODEL A/C <b>F9F-8</b>		10. BUINO <b>144348</b>		11. NO. OF OCCUPANTS <b>1</b>		12. TYPE ACCT. <b>B-4</b>		13. DAMAGE CODE <b>A</b>		14. UNIT OPERATING A/C <b>NAFMD, Los Alamitos</b>	
15. INDIVIDUALS INVOLVED - USE ADDITIONAL SHEETS IF REQUIRED. NAME (Last, first and middle initials) IN CONTROL OF A/C <b>BAHEART, John F.</b>				16. UNIT TO WHICH ATTACHED <b>VNF-123</b>		17. RANK, RATE <b>CAPT</b>		18. FILE/SERY. NO. DESIGNATOR <b>(b) (6)</b>		19. BILLET <b>Pilot</b>	
20. BRANCH OF SERVICE <b>USMC-2</b>				21. MILITARY CODE <b>A</b>		22. DISPOSITION <b>Z</b>					
23. CLARIFICATION OF ITEMS 15-22 WHEN NECESSARY <b>On two weeks training duty at time of accident.</b>											
24. MODEL - OTHER A/C IF INVOLVED <b>None</b>				25. BUINO		26. NO. OF OCCUPANTS		27. UNIT OPERATING A/C		28. DAMAGE CODE	
29. REPORT NO.											
30. DETAILED NARRATIVE ACCOUNT OF ACCIDENT (Use additional 8 X 10 1/2 plain sheets if required)											

See enclosure

SECTION B - MEDICAL OFFICER'S QUESTIONNAIRE

YES	NO	DID THE FLIGHT SURGEON:	(If "NO" state reason in space below.)		
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1. VISIT THE SCENE OF THE MISHAP?			
<input checked="" type="checkbox"/>	<input type="checkbox"/>	2. PARTICIPATE FULLY IN THE FIELD INVESTIGATION?			
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3. PARTICIPATE FULLY IN THE DELIBERATIONS OF THE A/C ACCIDENT BOARD?			
4. IN FIELD INVESTIGATION			5. IN BOARD DELIBERATIONS		6. IN PREPARATION OF THIS REPORT
<b>30</b>			<b>2</b>		<b>10</b>
7. REPORT PREPARATION CHECK LIST					
<input type="checkbox"/> ALL PARTS OF FORM COMPLETED		<input type="checkbox"/> SURVIVORS' NARRATIVES		<input type="checkbox"/> PHOTOS	
<input type="checkbox"/> CONCLUSIONS AND RECOMMENDATIONS		<input type="checkbox"/> REQUIRED COPIES FURNISHED			

NARRATIVE SUMMARY

(b) (7)(A)



SECTION C - PHYSIOLOGICAL, HUMAN ENGINEERING, DESIGN, SOCIO-PSYCHOLOGICAL, AND TRAINING FACTORS WHICH CONTRIBUTED IN SOME DEGREE TO THIS A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT

NAME OF INDIVIDUAL (Last, first, middle)

BAHART, John F., Capt/USMC, (b) (6) Pilot

MODEL A/C

F9F-8

Check E-Established, S-Suspected, or P-Present for each factor selected. Additional 8X10 1/2 plain sheets will be used for the supporting account of items checked below. Identify each statement with the factor and section identification (e.g., C1, C2, etc.). Attach all sheets pertaining to these factors to this form upon completion.

E	S	P	✓ FACTORS	E	S	P	✓ FACTORS
			PHYSIOLOGICAL:				SOCIO-PSYCHOLOGICAL: (Emotional stress from duty sources)
			1. Physically incapacitated in flight				29. Expeditions/Delays
			2. "G" forces				30. Weather
			3. Environmental stress - External				31. Mechanical Problems
			4. - Internal				32. Social and working relationships
			5. Dysbarism/explosive decompression				33. Personal comfort
			6. Diet				34. Regulations
			7. Fatigue				35. Facilities
			8. Hypoxia				36. Navigation
			9. Related illness				37. Duty assignment
			10. Vertigo/Disorientation/Illusions				38. Personality traits
			11. Hyperventilation				NON-STRESS FACTORS:
			12. Drugs				39. Faulty attention
			13. Physical state				40. Poor judgement
			14. OTHER:				41. Forgetfulness
			HUMAN ENGINEERING AND DESIGN:				42. OTHER SOCIO-PSYCHOLOGICAL FACTORS
			15. Personal equipment				
			16. Displays and/or controls				
			17. Work arrangement				
			18. Working environment				
			19. Habit interference				TRAINING FACTORS:
			20. OTHER:				43. Physiological training
			SOCIO-PSYCHOLOGICAL: (Emotional stress from non-duty sources)				44. Emergency Procedures training
			21. Pregnancy				45. Survival and rescue training
			22. Illness or death				46. Refresher training
			23. Arguments				47. Transition training
			24. Elated/Depressed state				48. OTHER:
			25. Personal habits - Drinking				
			26. - Sex				
			27. - Gambling				
			28. - Debts				

SECTION D - AIR CREW DATA (fill in where applicable)

1. Flight time past <del>30 days</del> 3 months	33	7. Total time in model	804.1
2. Flight time last 24 hours	4	8. Number of days grounded last month, give reason	0
3. Number of flights in last 24 hours	3	9. Number of and dates of previous accidents	1 - 1954
4. Time at controls this flight	.6		
5. Number of hours duty last 24 hours	10		
6. Total flight time	1569		

SECTION E - CONTRIBUTING FACTORS AND THEIR ANALYSES (As condensed from Part I, Sect. D and Part VIII of the AAR)

NOTE: Fill in this section only on that set of forms prepared for FIRST individual listed in Section A, i.e. 15(a). Attach additional sheets as necessary.

See Enclosure

AMPLIFYING COMMENTS

EAHEART, John F., CAPT/USMCR, (b) (6) Pilot

(b) (6)

SECTION E

SUMMARY OF CONTRIBUTING FACTORS

(b) (5)

ENCLOSURE I to ONNAV FORM 3750-8A

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH ONNAV INSTR. 3750.6D  
PARAGRAPH 70.

SECTION F - SAFETY, PERSONAL, AND SURVIVAL EQUIPMENT

Prepare a narrative account of damaged or failed items. Identify each item discussed (e.g., F1, F2, etc.)


NAME OF INDIVIDUAL (Last, first, middle)		MODEL A/C							
BANEART, John F., CAPT/USMC, (b) (6) Pilot		F9F-8							
GENERAL DESCRIPTION OF EQUIPMENT	AVAIL-ABLE		SPECIFIC MODEL OR TYPE		UTILIZED		FAILED		DESCRIPTION OF DAMAGE TO EQUIPMENT
	YES	NO	YES	NO	YES	NO	YES	NO	
1. Shoulder harness	<input checked="" type="checkbox"/>		R3782794NAF1201-9	<input checked="" type="checkbox"/>					See attached enclosure.
2. Lap belt	<input checked="" type="checkbox"/>		R3782783NAF1201-8	<input checked="" type="checkbox"/>					
3. Inertia reel	<input checked="" type="checkbox"/>		Mechanical Type R	<input checked="" type="checkbox"/>					
4. G-Suit	<input checked="" type="checkbox"/>		S-2	<input checked="" type="checkbox"/>					
5. Pressure suit-full or partial	<input checked="" type="checkbox"/>								
6. Exposure suit	<input checked="" type="checkbox"/>								
7. Flight suit (Other than above)	<input checked="" type="checkbox"/>		Summer flying	<input checked="" type="checkbox"/>					
8. Helmet	<input checked="" type="checkbox"/>		APH-5	<input checked="" type="checkbox"/>					
9. Goggles/Eyeshield	<input checked="" type="checkbox"/>		APH-5	<input checked="" type="checkbox"/>					
10. Shoes	<input checked="" type="checkbox"/>		Field Shoes	<input checked="" type="checkbox"/>					
11. Gloves Unknown	<input checked="" type="checkbox"/>								
12. Life vest	<input checked="" type="checkbox"/>		HK-2	<input checked="" type="checkbox"/>					
13. Life raft	<input checked="" type="checkbox"/>		PK-2	<input checked="" type="checkbox"/>					
14. OTHER:									
15. SIGNAL DEVICE - Flare (Night)	<input checked="" type="checkbox"/>		HK-13 Mod 0	<input checked="" type="checkbox"/>					
16. - Flare (Day)	<input checked="" type="checkbox"/>		HK-13 Mod 0	<input checked="" type="checkbox"/>					
17. - Dye marker	<input checked="" type="checkbox"/>		Fluorescence	<input checked="" type="checkbox"/>					
18. - Radio	<input checked="" type="checkbox"/>								
19. - Flashlight	<input checked="" type="checkbox"/>		Single Cell	<input checked="" type="checkbox"/>					
20. - Mirror	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>					
21. OTHER:									
22. SURVIVAL GEAR - Knife	<input checked="" type="checkbox"/>		Survival	<input checked="" type="checkbox"/>					
23. - First aid kit	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>					
24. - Shelter	<input checked="" type="checkbox"/>								
25. - Food	<input checked="" type="checkbox"/>								
26. OTHER:									
27. RESCUE - Vehicle	<input checked="" type="checkbox"/>								
28. - Sling, Net, Stretcher	<input checked="" type="checkbox"/>								
29. OTHER:									

SECTION G - DETAILED EQUIPMENT QUESTIONNAIRE

1. MASK - MODEL OR TYPE Unknown		2. MODIFICATIONS, IF ANY Unknown	
3. REGULATOR - MODEL OR TYPE 2867		4. MODIFICATIONS, IF ANY 78/C1	
5. PREFLIGHTED BY USER? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		6. IF NO, WHY NOT Unknown	
7. LIST DISCREPANCIES NOTED BY PREFLIGHT CHECK Unknown			
8. OXYGEN SUPPLY: PRIOR TO FLIGHT LITERS (Liquid) 1800 P.S.I. (Gas)		TIME OF ACCIDENT LITERS (Liquid) P.S.I. (Gas)	
9. WAS OXYGEN IN USE AT TIME OF ACCIDENT? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO			
10. IF YES, WAS SELECTOR SETTING <input checked="" type="checkbox"/> 100% <input type="checkbox"/> NORMAL		11. WAS ALL OXYGEN EQUIPMENT NECESSARY FOR THIS FLIGHT AVAILABLE? IF NO, LIST ITEMS AND REASON WHY. <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
12. WAS OXYGEN MASK REMOVED AT ANY TIME IN FLIGHT? IF YES, GIVE DURATION AND REASON. <input type="checkbox"/> NO <input type="checkbox"/> YES Unknown			
13. TYPE CHUTE RELEASE DEVICE None		14. TYPE HARNESS RELEASE DEVICE Ejector Seat	
15. WHEN WERE RELEASE DEVICES ACTIVATED?			
16. WERE DIFFICULTIES ENCOUNTERED WITH RELEASE DEVICES? IF YES, STATE DIFFICULTIES, WHEN ENCOUNTERED AND CAUSE. <input type="checkbox"/> YES <input type="checkbox"/> NO			
17. WERE DIFFICULTIES ENCOUNTERED AFTER ACTIVATING RELEASE DEVICES? IF YES, STATE DIFFICULTIES, WHEN ENCOUNTERED AND CAUSE. <input type="checkbox"/> YES <input type="checkbox"/> NO			
18. WAS LIFE VEST INFLATED PRIOR TO ACTIVATING RELEASE DEVICES? IF YES, WHAT DIFFICULTIES DID THIS PRODUCE? <input type="checkbox"/> YES <input type="checkbox"/> NO			

AMPLIFYING COMMENTS

EAHEART, John F., CAPT/USMCR, (b) (6) Pilot



ENCLOSURE I - Section F (OPNAV FORM 3750-8B) (Rev. 5-58)

Special handling required in accordance with paragraph 70, OPNAV INSTR 3750.6D

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, GROUND ACCIDENT - PAGE 1  
OPNAV FORM 3750-8C (5-55)

OPNAV REPORT 3750-7

SECTION 6 - DETAILED EQUIPMENT QUESTIONNAIRE (Continued)

NAME OF INDIVIDUAL (Last, first, middle)

(b) (6)

Pilot

MODEL A/C

F9F-8

RESTRAINT HARNESS

19. INTEGRATED HARNESS SYSTEM, MODEL/TYPE

Not worn

20. INTEGRATED?

☐ FULL ☐ PARTIAL

21. MODIFICATIONS, IF ANY STATE REASON

22. DID INTEGRATED HARNESS FIT PROPERLY? IF NO, LIST DISCREPANCIES IN FIT AND GIVE REASONS THEREFOR

☐ NO ☐ YES

23. INTEGRATED HARNESS FITTING WAS CONDUCTED BY:

☐ WEARER

☐ FLIGHT SURGEON

☐ PARACHUTE RIGGER

☐ AVIATION EQUIPMENT OFFICER

☐ OTHER

24. IF SHOULDER HARNESS WAS USED, WAS IT:

☐ LOCKED

☐ UNLOCKED

☐ TIGHT

☐ SLACK

☐ OTHER CONDITION

25. TYPE HELMET

AP-5

26. LIST PRESCRIBED MODIFICATIONS

Neck Strap

27. OTHER MODIFICATIONS AND REASON FOR THEM

None

28. DID HELMET FIT PROPERLY? IF NO, GIVE REASON

☐ YES ☐ NO

Unknown

29. HELMET FITTING WAS CONDUCTED BY:

☐ WEARER

☐ FLIGHT SURGEON

☐ PARACHUTE RIGGER

☐ AVIATION EQUIPMENT OFFICER

☐ OTHER

30. TYPE CHUTE

MB-8

31. LAST PACKING DATE

Unknown

32. MODEL/TYPE BAILOUT OXYGEN

I-2

33. AUTOMATIC RIPCORD, IF INSTALLED (Model and type)

☐ NONE

Unknown

34. DID AUTOMATIC RIPCORD FAIL? IF YES, WHY?

☐ NO

35. WAS RIPCORD ACTIVATION

☐ MANUAL

☐ AUTOMATIC

36. IF MANUALLY ACTIVATED STATE REASON AND ANY DIFFICULTIES ENCOUNTERED

37. DID CHUTE OPEN IMMEDIATELY? IF NO, GIVE REASON

☐ YES ☐ NO

38. ALTITUDE THAT CHUTE OPENED

FEET

39. OPENING SHOCK WAS:

☐ SLIGHT

☐ MODERATE

☐ SEVERE

40. BODY ATTITUDE AT OPENING

41. CONDITION OF CHUTE AFTER OPENING

42. CHUTE OSCILLATION PRESENT:

☐ NONE

☐ SLIGHT

☐ MODERATE

☐ SEVERE

43. IF OSCILLATION WAS PRESENT, HOW WAS IT STOPPED?

44. WEATHER CONDITIONS DURING DESCENT (List in sequence)

45. TOPOGRAPHY OF LANDING SITE

46. WAS BAILOUT OXYGEN CONNECTED?

☐ BEFORE EXIT

☐ AFTER EXIT

☐ NO

☐ N.A.

47. WAS BAILOUT OXYGEN USED? IF NOT, WHY

☐ YES ☐ NO

48. WHEN WAS IT ACTIVATED?

☐ BEFORE EXIT

☐ AFTER EXIT

49. GIVE DIFFICULTIES ENCOUNTERED WITH BAILOUT OXYGEN AND THEIR CAUSE, IF ANY

50. WAS CHUTE HARNESS

☐ TIGHT

☐ SNUG

☐ LOOSE

51. WAS A SITTING POSITION IN SLING OBTAINED DURING DESCENT? IF NOT, WHY?

☐ NO

☐ YES

☐ NOT ATTEMPTED

52. SEAT CUSHION IF PROVIDED (Model/Type)

☐ NONE

SP-1A

53. WAS PARACHUTE LANYARD CONNECTED TO LIFE VEST D RING? IF NOT, WHY?

☐ NO

☐ YES

54. LIST TYPE OF PARACHUTE TRAINING COMPLETED BY THIS INDIVIDUAL

☐ NONE

55. IF ATTEMPT WAS MADE TO RELEASE PARACHUTE DURING DESCENT, WAS RELEASE ACTIVATED SUCCESSFULLY?

☐ YES ☐ NO

56. IF NO, GIVE REASON

57. IF G-SUIT, EXPOSURE SUIT, FULL OR PARTIAL PRESSURE SUIT WAS WORN, DID IT FIT PROPERLY? IF NOT, LIST DISCREPANCIES IN FIT AND GIVE REASONS THEREFOR.

☐ YES ☐ NO

Not worn.

58. WAS G-SUIT EQUIPPED WITH A SPRING-LOADED DISCONNECT ADAPTER? IF NO, GIVE REASON

☐ YES ☐ NO

59. LIST ALL ITEMS OF NON-STANDARD CLOTHING OR SURVIVAL EQUIPMENT UTILIZED

60. WAS ANY ITEM OF EQUIPMENT LOST? IF YES STATE ITEM, WHEN LOST, AND REASON FOR LOSS.

☐ NO ☐ YES

61. WAS ANY ITEM OF EQUIPMENT DISCARDED? IF YES, STATE ITEM, WHEN DISCARDED, AND REASON FOR DISCARD.

☐ NO ☐ YES

CONCLUSIONS

(b) (5)

Special handling required in accordance with paragraph 70, OPNAV INST 3750.6D

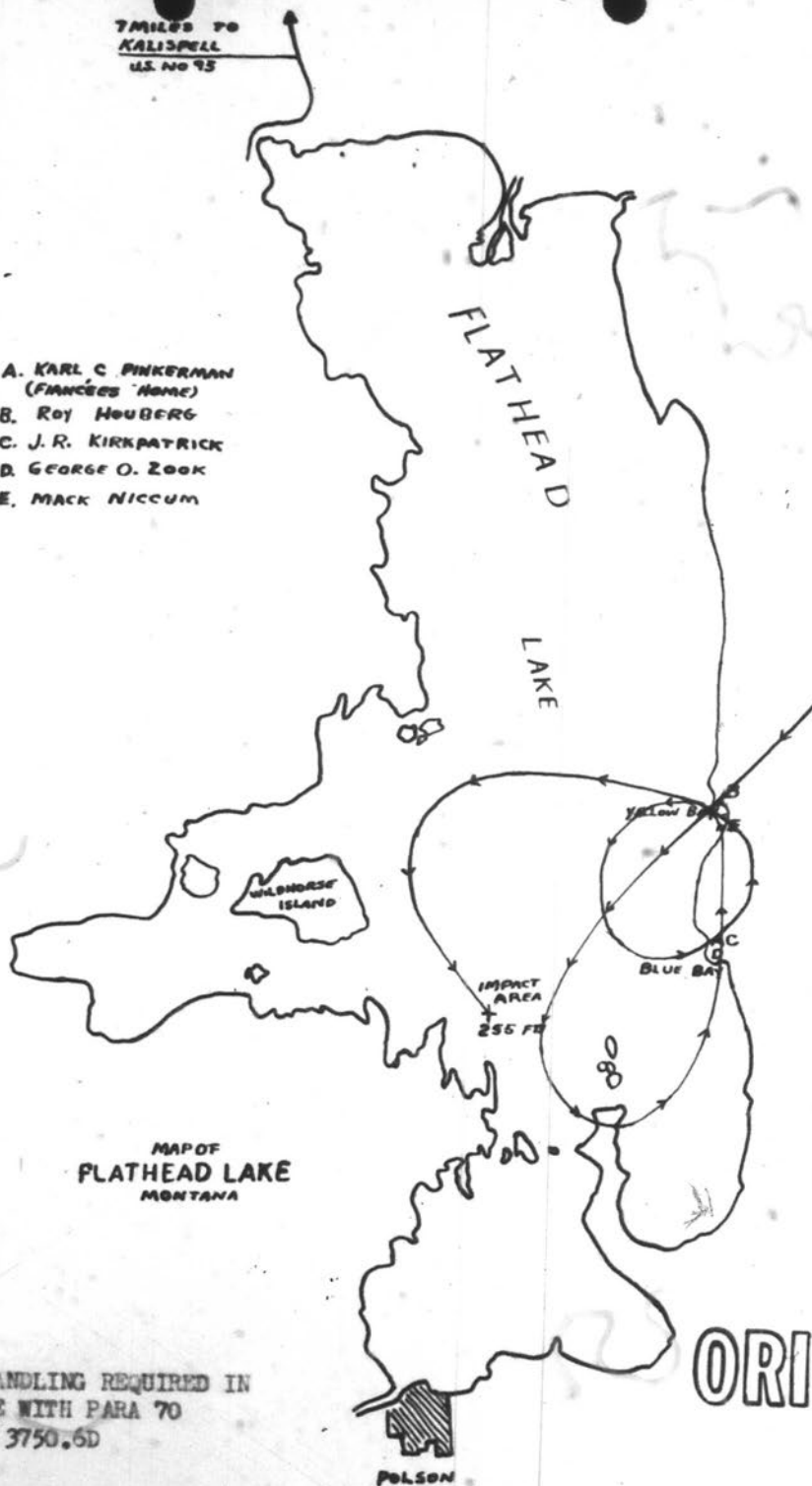
RECOMMENDATIONS

(b) (6)

Special handling required in accordance with paragraph 70, OPNAV INST 3750.6D

7 MILES TO  
KALISPELL  
U.S. No 95

- A. KARL C. PINKERMAN  
(FANCIES NAME)
- B. ROY HOUBERG
- C. J. R. KIRKPATRICK
- D. GEORGE O. ZOOK
- E. MACK NICCUM

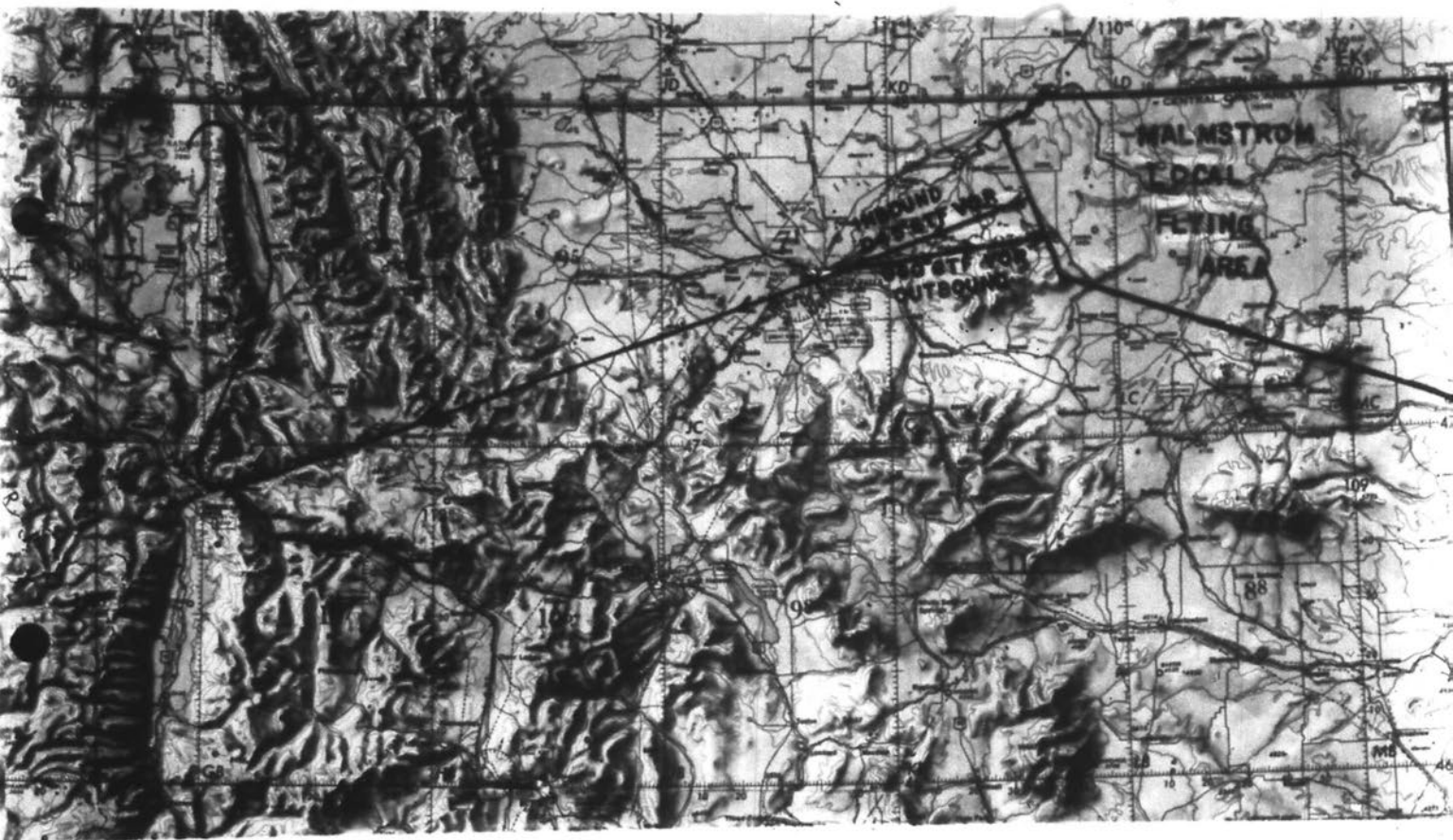


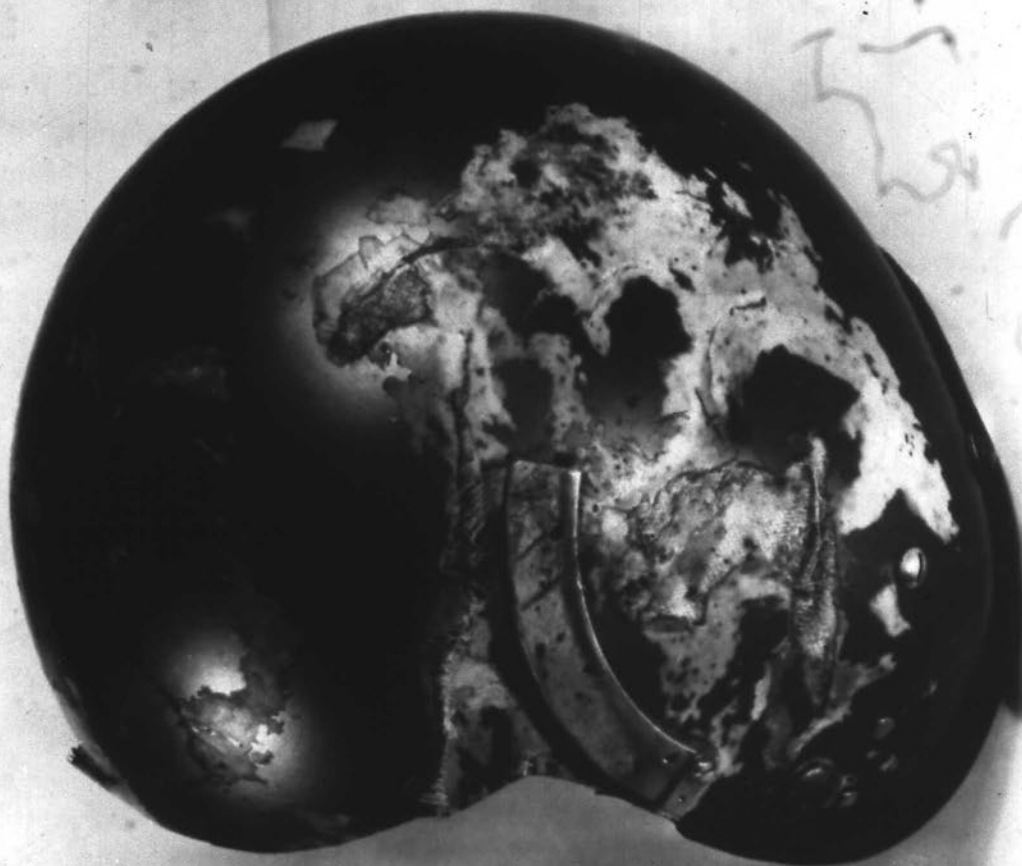
MAP OF  
FLATHEAD LAKE  
MONTANA

SPECIAL HANDLING REQUIRED IN  
ACCORDANCE WITH PARA 70  
OPNAVINST 3750.6D

ORIGINAL

Enclosure (11)





ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 70 OPNAVINST 3750.6D

Enclosure (13)





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